MENTOR-G V3 ARF

20~30cc GAS ENGINE POWERED R/C TRAINER

INSTRUCTION MANUAL

The MENTOR-G V3 is a multi-functional RC trainer suited for RC pilots who want to use a fuel-efficient gas-powered engine. Some of the setup options include:

- Basic trainer.
- Aerobatic trainer.
- Large-size float-plane trainer.
- Glider or banner tow-plane.
- Load-carrying platform for video camera(s) or for dropping candy at fun-flys, etc..

We invite you to enjoy the joy of flying this balsa and light-ply almost-ready-to-fly aircraft.

Maxford USA®

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I. IMPORTANT SAFETY PRECAUTIONS TO PROTECT YOUR MODEL, YOURSELF & OTHERS

1. This product should not be considered a toy, but rather a sophisticated, working model that functions much like a full-scale airplane. Because of its performance capabilities, this product, if not assembled and operated correctly, could cause injury to you or spectators and damage to property. Maxford USA provides you with a high-quality, thoroughly tested model airplane kit with assembly instructions. However, the quality and capabilities of your finished model airplane depend on how you build it, and your safety depends on how you use and fly it. Any testing or flying of this model airplane is done entirely at your own risk.
2. Assemble the model airplane according to these instructions. We recommend that you do not alter or modify the model beyond the assembly options covered in these instructions, as doing so may result in an unsafe or unworkable model. In a few cases the instructions may differ slightly from the photos; in those instances the written instructions should be considered as correct. If you have any question or concern about these instructions, before you proceed with assembly of this product, contact us at (562) 529-3988, Monday through Friday, except national holidays, between 9 AM to 5 PM Pacific time.
3. It is your responsibility to install the R/C system and other components in such a way that this model airplane passes all applicable safety/range tests and that the power system and controls operate smoothly and correctly.
4. Recheck the operation of this model airplane before every flight to ensure that all equipment is still operating correctly and that the model has remained structurally sound. Also, before every flight check all clevises and other connectors; do not fly without replacing any that you find damaged or defective.

5. If you are not an experienced R/C pilot or have not flown this type of model before, we strongly recommend that you get the assistance of an experienced R/C pilot.
6. Throughout the lifetime of this model, use only the Maxford USA-recommended or same-sized engine and a new or well-maintained R/C radio system and batteries recommended by the maker of the engine and radio system.
7. While this kit has been flight-tested to meet or exceed our rigid performance and reliability standards in normal use, if you plan to perform any extremely high-stress flying, such as racing or advanced aerobatics, or if you plan to install a larger engine than specified, you (the buyer or user of this product) are solely responsible for taking any and all necessary steps to reinforce the high-stress points and/or substitute hardware that is more suitable for such increased stresses.

II. WARRANTY, LIABILITY WAIVER, AND RETURN POLICY

Maxford USA guarantees this kit to be free from defects in material and workmanship at the time of purchase. All of our products have been inspected in our factory and are checked again when shipped from our warehouse.

However, Maxford USA cannot directly control the materials you may use nor your final-assembly process. Therefore, Maxford USA can NOT in any way guarantee the performance of your finished model airplane. Furthermore, in purchasing this product, you (the buyer or user of this product) exempt, waive, and relieve Maxford USA from all current or future liability for any personal injury, property damage, or wrongful death, and if you (the buyer or user of this product) are involved in any claim or suit, you will not sue Maxford USA or any of its representatives.

If you do not fully accept the above liability and waiver, you may request a return merchandise authorization number (RMA#) as explained in item 2 below.

If you think there is a missing part or any shipping damage, please read our after-sales service and return policy as outlined below.

1. Inspect your order upon delivery for any shipping damage or missing part. If you find a problem you must contact us within 10 days from receipt of your purchase by calling (562) 529-3988, Monday through Friday, except holidays, between the hours of 9 AM and 5 PM Pacific time. During this telephone conversation, and with your support, we will determine how to resolve your concern.
2. To request an RMA#, call (562) 529-3988, Monday through Friday, except holidays, between the hours of 9 AM to 5 PM Pacific time. If we elect to issue you an RMA#, you must clearly mark this RMA# on the outside of the package. (No return or exchange will be authorized after 10 days from the date of your receipt of the product; any package delivered to us without a Maxford USA RMA# is subject to being returned to the sender, as received, with return postage payable upon delivery.) Returned merchandise must be in its original condition as received from Maxford USA, with no assembly or modification, in the original packing materials, complete with all manuals and accessories. Return shipping and insurance charges must be prepaid by you, the buyer.
3. Returned merchandise that is accepted by Maxford USA for credit is subject to a 10% to 20% restocking fee (the final amount will be determined by Maxford USA upon receipt and examination of the returned merchandise).

Return Address:

Maxford USA
15939 Illinois Ave., #C
Paramount, CA 90723

IMPORTANT: Print the RMA# issued by Maxford USA on the package near the above address.

III. SPECIFICATIONS*

Wingspan	83-inches
Wing Area	1,187 sq. inches
Length	60 inches
ARF weight	6.6 pounds
Flying weight (including fuel)	11.6 pounds
Recommended 2-cycle gas engine (Not included)	CRRC 26i or equivalent (20 to 30CC-class)
Propeller (Not included)	18x6 or 16x10 wood (or as-recommended for your power system)
Radio system (Not included)	Minimum of 4 channels with 5 or 6 standard servos (Recommended servos: Hitec HS-311 or equivalent)

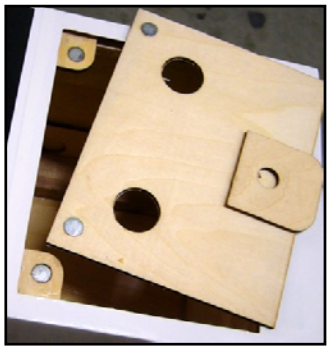
* (All dimensions and weights are approximate.)

IV. FEATURES OF V3

NEW/IMPROVED FEATURES …

- Enlarged rudder for better control.
- Elevator changed to 2-piece design.
- Larger tail wheel.
- Pre-cut slots for switches.
- Improved linkage hardware.

SPECIAL FEATURES …



- The firewall and most of the fuselage is plywood; the wings and empennage are mostly balsa.
- The ailerons are operated by separate servos for optional use as flaperons.
- The elevator may easily be setup for two-servo operation.
- Default setup and hardware are for tail-dragger configuration. If tricycle landing gear is preferred, the builder may mount the main landing gear struts in the alternate predrilled holes, add an extra layer of plywood, some blind nuts, a nose wheel, a nose-wheel steering servo and related linkages (these optional items are not included).

V. PARTS LIST

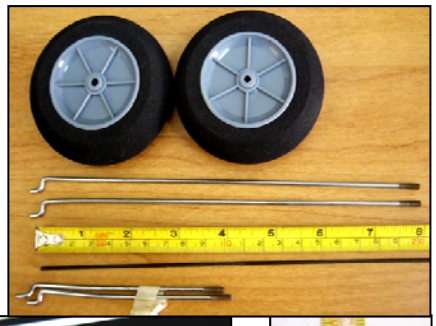
1. Items you must supply to complete the MENTOR-G

- 5-minute epoxy glues, Cyanoacrylate (CA) adhesives, masking tape, a high-speed rotary tool and a few common hand tools (such as long-nosed and diagonal or side-cutter pliers, etc.).
- 26CC-class gas engine (or equivalent glow or electric power system).
- 18x6 or 16x10 propeller (or as-recommended for your engine) and optional spinner.
- Minimum of five(5) Hitec HS-311 or equivalent standard-sized servos, four(4) 12-inch extensions, one(1) 12-inch Y-connector, and a 4-channel radio control system.

2. Items included with your Mentor-G

- Precovered fuselage, wing panels, vertical and horizontal stabilizers, rudder and elevator.
- Precut, precovered hatch, secured in position with magnets.
- Aileron, rudder and elevator pushrods and related linkages with precut hinge openings and all required CA hinges.
- Wooden mount for throttle servo and pushrod for throttle control.
- Tail wheel with steerable wire strut assembly.
- New, improved aluminum main landing gear with mains wheels, axles, and mounting hardware.

- Composite wing joiner with two preinstalled wood-dowel alignment pins, plywood wing hold-down plate and wing hold-down bolts.
- 350CC fuel tank with aluminum tubing and clunk.
- All required control horns and associated hardware (except those items normally supplied with servos, gas or glow engines, and electric power systems).
- This detailed, illustrated instruction manual.



VI. ASSEMBLY INSTRUCTIONS

1. Test fit the **vertical stabilizer**. Use a soldering iron or wood burning tool to remove Mylar covering from the vertical stabilizer that will be 'buried' inside the vertical slot at the rear of the fuselage. Use 5-minute epoxy to secure the vertical stabilizer into its slot at the top-rear of the fuselage.

2. Slide the supplied **tail wheel** onto the tail wheel strut. (You may need to file or sand the end of the strut so the opening in the tail wheel smoothly slides onto the strut.) Secure the tail wheel onto its strut with a provided wheel collar. Position and secure a second provided wheel collar at the top of the spring on the tail wheel strut.
3. Slide the tail wheel strut fully through the hole in the end of the aluminum tail wheel mounting bracket, and test fit this tail wheel assembly at the bottom-rear of the fuselage so the tail wheel's wire strut aligns at the centers of the aft-ends of both the vertical stabilizer and the fuselage. Measure 3/4-inch from the top end of the tail wheel's wire strut and bend the strut back (toward the rear of the airplane) at a 90-degree angle. Attach the tail wheel assembly to the bottom of the fuselage with two approx. 9/16-inch (15-mm) long wood screws. (Apply thin CA adhesive to reinforce these holes in the bottom of the fuselage.)
4. Test fit the **rudder** to the rear of the vertical stabilizer. Mark where a horizontal hole and a vertical notch are needed in the rudder for the tail wheel's wire strut. Drill the required hole and cut the notch in the front edge of the rudder to fit the tail wheel strut's wire.
5. With the rudder prepared for the tail wheel's wire, apply some 5-minute epoxy to the end of the tail wheel strut's wire and insert the wire into the hole in the rudder. Before this epoxy thickens, insert two(2) supplied CA hinges to secure the rudder to the vertical stabilizer and apply thin CA adhesive to the CA hinges; also apply some masking tape to hold the tail wheel strut's wire in position until the 5-minute epoxy has cured.
6. Using the provided 6 ea. 20-mm long steel bolts and blind-nuts, attach both halves of the **aluminum landing gear struts** to the bottom of the fuselage. (NOTE: See page 9 if you are assembling your Mentor-G V3 with optional floats.)

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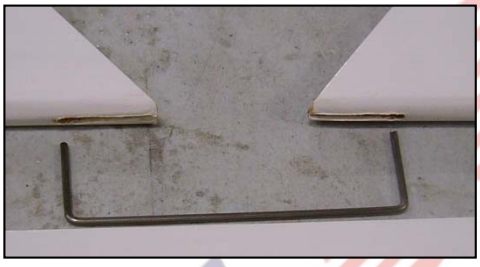
7. Test fit the **horizontal stabilizer**, then use a soldering iron or wood-burning tool to remove the Mylar covering that will be 'buried' inside its mounting- slot at the rear of the fuselage.

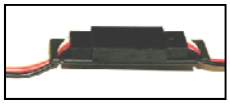
8. Using 5-minute epoxy, secure the horizontal stab. into its slot at the rear of the fuselage; before this epoxy thickens, **make sure that the horizontal stabilizer is aligned** at right angles to the fuselage by measuring the distance between the <u>outside rear bolts on the landing gear</u> and the <u>outside end of each half of the horizontal stabilizer</u> – and adjust the horizontal stabilizer so this distance is the same on both sides of the fuselage.

9. If you will use 1 elevator servo, insert the prebent elevator connector into its precut openings each half of the elevator as shown at the right. Test fit the elevator to the horizontal stabilizer. Use epoxy on both ends of the prebent connector to both halves of the elevator. If you will use two elevator servos, do not connect the two halves of the elevator. Secure the elevator to the horizontal stabilizer by applying thin CA adhesive to each of the elevator's CA hinges. NOTE: a) For hi-stress aerobatic flying the Mentor-G's tail section may be reinforced by adding stranded metal wire (not included) to surround the entire empennage. Begin by attaching the wire at the bottom of the fuselage, pass the wire through one end of the horizontal stabilizer, then through the top of the vertical stabilizer, through the other end of the horizontal stabilizer, then draw it tight and attach it to the bottom of the fuselage. b) If you convert the landing gear to a tricycle configuration, you may use scrap plywood to reinforce the more-aft mounting position of the main landing gear on the bottom of the fuselage and you may use a spare opening in the servo tray for your nose-wheel-steering servo.



10. Position the pushrod-openings in the control horns directly over the hinge lines and **drill holes** in the rudder and elevator for the control horn mounting bolts. Attach one control horn to the rudder and one control horn to the elevator. (Note: If you setup the elevator to be driven by two servos, remove the covering material from the precut servo opening in the top of the fuselage directly in front of the rudder, and mount your rudder servo in this 'extra' servo-mounting opening.)

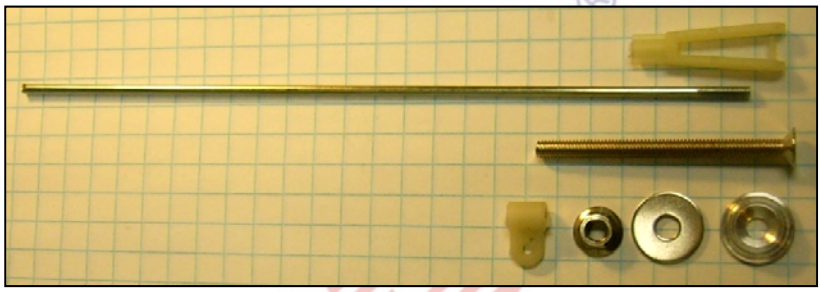
11. Connect a **12-inch servo-wire extension** to each of your rudder and elevator servos. (Note: To ensure the security of your servo extension connections, we recommend you install an optional "servo extension safety clip" at each servo wire/extension junction.)



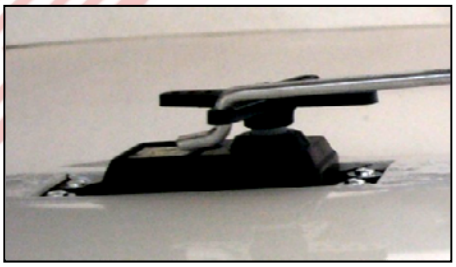
12. Guide the servo extensions through the rudder and elevator servo openings and into the fuselage, then secure the ends of the extensions inside the fuselage on the radio receiver's tray with a piece of masking tape.

13. Using your servos' hardware, mount your **elevator and rudder servos** in their openings. Using the preformed Z-bends and the supplied clevises, attach the **pushrods** as shown. (NOTE: The provided control horns give the ailerons, rudder and elevator a wide range of adjustability to accommodate the builder's preferences. We recommend beginner pilots start with the pushrods connected to the outer-most holes; more advanced pilots may adjust pushrod positions for additioal throw, if desired.)

14. Connect a **12-inch servo-wire extension** to each of your aileron servos. Secure each connection with an optional "servo extension safety clip" and use masking tape and the provided string to pull each servo extension through its wing panel and out the hole near the wing root.
15. Insert the aileron's CA hinges in their precut slots and test fit each aileron to its wing panel. **Secure the ailerons** to their wing panels by applying thin CA adhesive to each of the aileron's CA hinges.
16. Test-fit the **aileron control horns**. (Note: You may minimize the effects of any possible *adverse yaw* by the use of 'aileron differential' by locating each servo horn slightly *behind* the aileron's hinge line. If you are not concerned about adverse yaw, or if you have a computer-radio with the option of setting up aileron differential at your transmitter, position each aileron control horn direclty over the ailerons hinge lines as shown.) Mark the position for each aileron control horn, then drill a hole in each aileron for each aileron control horn's mounting bolt. Attach one control horn to each aileron. Using your servos' hardware, mount your aileron servos in their precut openings.



17. Use the supplied clevises to attach the **aileron pushrods** to the aileron control horns.
18. With your aileron servos centered, test-fit the free end free end of the aileron pushrods to the control arms on your aileron servos. **Form a Z-bend** in each pushrods, then use the hardware supplied with your servos to securely **mount the control arms** with their aileron pushrods to each aileron servo. (Note: If you wish to enjoy the benefits of flying with flaps, use separate channels for the ailerons and set up your computer-radio's **'flaperon'** function if available.)

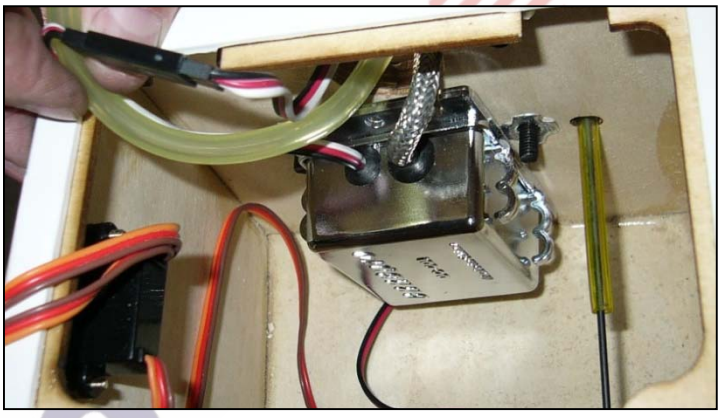


19. Form a Z-bend in one end of the 13-inch long **throttle pushrod**. Insert the pushrod almost fully through its opening in the firewall, leaving approx. two or three inches exposed in front of the firewall.
20. Select a servo control arm for your throttle servo that will provide enough pushrod 'travel' to go from 'full throttle' to 'just-below idle' (i.e., throttle 'cut-off'). Ream the hole in the throttle servo's control arm to accept the 'mounting bolt' in the end of the supplied quick-connector. Using the provided washers and knurled mounting nut, 'snugly' attach the quick connector to the servo control arm, then permanently affix the quick connector onto the servo control arm by applying a tiny drop of thick CA adhesive to the exposed threads at the bottom of the quick connector's mounting nut.
21. Slide the opening in the quick-connector onto the end of the throttle pushrod inside the fuselage; temporarily tighten the quick-connector's set screw to affix the quick-connector onto the throttle pushrod.
22. Select which of the fuselage-mounted servo tray options you prefer and mount your throttle servo in the fuselage.
23. Assemble the provided **fuel tank** (i.e., open the 'stopper' for the vent and clunk lines, add the included short length of fuel tubing to attach the clunk to the clunk line, and use the included screw to seal the fuel tank's opening). Attach clunk and vent fuel lines to the outside of the tank, and insert the tank into the nose from the opening under the wing-saddle. You may use scrap wood or nylon tie wraps (not included) to hold the fuel tank in position.
24. Test-position your **engine's battery** and your **receiver's battery** on the floor in the nose of the fuselage.(During setup and adjustment you will re-position these batteries to fine-tune the CG.)
25. Decide on where you wish to position the engine's and receiver's **power switches**. You may choose from among the precut switch openings, or decide on a new switch position if you wish.

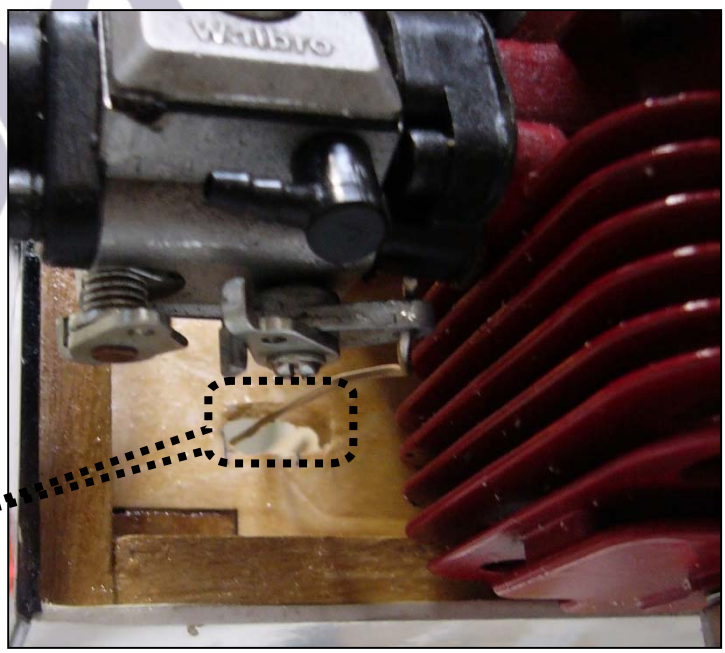
(Note: Regardless of your engine's or radio's manufacturer, it is wise to maximize the distance between your engine's and your radio's electrical components.)

26. Trial fit both switches (trim the openings if necessary) and install the engine and receiver switches.
27. Test-fit the engine's **ignition module** immediately behind the firewall. Decide how you plan to route the power, sensor and spark-plug wires. (Note: If you find the ignition module's spark plug cap does not easily pass through the hole in the firewall, you may relieve the inside top of the hole in the firewall with a drum sander on a high-speed rotary tool; the ignition module may not include mounting flanges.)

28. Test fit your engine and muffler to the firewall. Use the engine's supplied standoffs, mounting bolts and blind-nuts to temporarily attach the engine to the firewall, then determine and mark where wood may need to be cut away from the front of the fuselage to allow clearance for the engine's cooling fins and muffler.
29. Remove and set aside the engine.



30. Remove any excess wood identified above and smooth all edges. Apply 5-minute epoxy to **seal and fuel-proof** all exposed/raw wood.
31. Once the epoxy is cured, **install your engine,** its muffler, and make all engine connections: As you bring the engine toward the firewall, your first connection should be the throttle pushrod's Z-bend; then, secure the four sets of mounting bolts and standoffs and apply Lock-Tite or a similar thread-locking compound. (NOTE: EZ Link connectors may be used, but are not included.)
32. Route the high-voltage wire along the engine's left side, between the cylinder head and muffler; route the sensor wire and the fuel and vent lines along the engine's right-hand side.
33. Place the throttle servo's control arm onto your throttle servo's output shaft, attach the servo arm's mounting screw, rotate the servo's shaft to 'full throttle' and position the throttle servo so the engine's throttle linkage is at 'full throttle.' (NOTE: If necessary, make a new hole in the firewall for the pushrod to align with the location of the carburetor's throttle arm. We recommend you do not void your engine's warranty by disassembling or modifying the engine.)



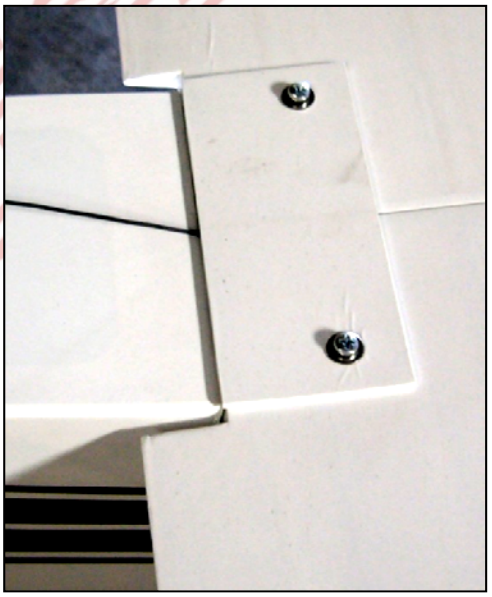
34. **Cut away the Mylar covering material** from the wing's hold-down bolt holes and from the corresponding holes in the plywood wing hold-down plate.
35. **Connect** the rudder and elevator extensions, the throttle servo, and the receiver's battery switch to **your receiver**. If you are not setting up your radio for electronically-managed differential aileron response, connect a Y-cable to your receiver's aileron channel. If you have a computer-radio and will be setting up

aileron differential at your transmitter, connect two 6-inch servo extensions to the two channels you will be using for aileron control. Wrap your receiver in cushioning foam rubber, position your radio receiver on the radio tray and secure your radio receiver safely in position with criss-crossed rubber bands. (If you are using a 72MHz. radio, route the antenna out of the fuselage and attach it to the top of the vertical stab.)

36. Slide the two wing panels toward each other on their supplied **aluminum wing rod**. As these two panels merge, allow them to self-align onto the factory-installed **wooden dowel-pins**.
37. While holding the wing above the fuselage, connect the aileron's extension wires to the corresponding aileron wires attached to your receiver.
38. Align and insert the plywood projections at the middle of the wing's leading edge with the opening behind the 'windshield' in the fuselage, then gently lower the wing onto the fuselage's wing saddle.

39. Place a flat washer onto each of the two (approx. 2 1/4-inch long) **wing hold down bolts**. Guide the bolts (with their flat washers) through the holes in the plywood wing hold-down plate, then into and through the hold-down holes in the wing.

40. With the wing squarely aligned in the wing saddle, drive these bolts firmly (but not so tight that wood becomes crushed) into the fuselage-mounted blind nuts at the rear of the wing-saddle. Then, carefully lift the airplane and lay it on its back on a soft surface.



41. We recommend you add a short length of **rubber tubing** (not included) at the inside-end of each axle to rub against the wheel and cause friction – which acts as a gentle 'brake' and helps reduce unwanted airplane movement when you are landing and/or taxiing. This friction is easily overcome during take-off by the application of throttle.

42. Slide a provided **mains-wheel** onto each of two (approx. 1 1/2- inch long) **axle bolts**. Twist a supplied hex-nut onto each axle bolt against the hub of each wheel (and adjust it to compress the rubber tubing, if used).

43. Insert the remaining threaded end of each axle bolt into the holes in the main landing gear struts.
44. Tighten a supplied self-locking nut onto the remaining exposed threads at the inside of each axle bolt, secure the axle bolt against vibration by applying a drop of thick CA adhesive to the exposed threads at each self locking nut, and return the airplane to its 'right side up.'

Congratulations! Assembly is finished!

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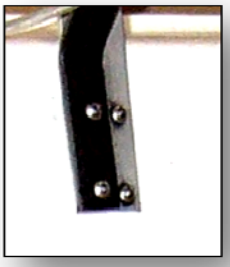
VII. FLOATS INSTALLATION AND SETUP

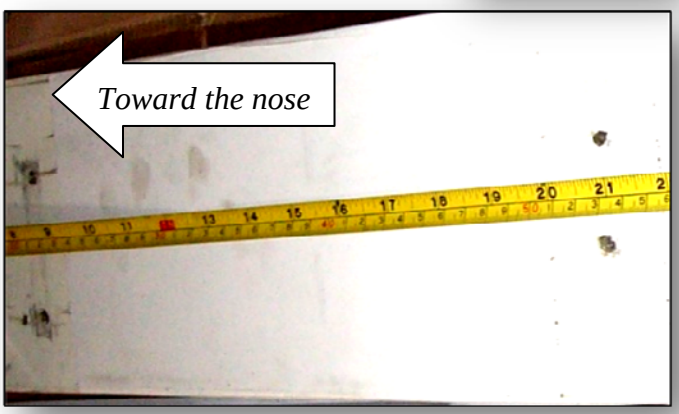
If you are considering flying your Mentor-G V3 with optional FLOATS, you may wish to see our YouTube video at http://www.youtube.com/watch?v=PgHPmFH4FOc&lr=1&feature=mhum.

If you are not yet experienced at setting up a float plane, we recommend you review the detailed floats instructions written for our profile P-47 and P-51 on pages 9 through 11 in the instruction manual found on-line at www.maxfordusa.com.

We offer the following tips to help clarify the instructions packaged with the floats …



1. The steel struts provide strength and durability. Trace the hole-pattern from the ends of the aluminum spreaders to drill mounting holes in the struts.
2. After you have attached the spreaders and struts to the floats, install an extra layer of plywood inside the fuselage to reinforce the strut mounting points.
3. Position the floats' STEP approx. 1-inch behind the Mentor-G's center of gravity. Drill two holes through each front and rear strut and through the fuselage at approx. 8 1/4 and 21 inches behind the front edge of the fuselage.
4. Securely attach the struts to the bottom of the fuselage with mounting bolts and blind nuts.
5. Use an EZ Link Connector to attach one end of the rudder's control cable to a spare hole in the control arm of your Mentor-G V2's rudder servo.
6. Guide the cable in its housing forward from the rudder servo along the fuselage, the smoothly bend the cable/housing to the aft-end of the right-side float, then use 2-piece plastic clamps and a nylon wire-tie to secure the cable's position.



VIII. SETUP AND ADJUSTMENTS

1. For initial flights set the MENTOR-G V3's center of gravity (CG) at approx. 3 3/4-inches back from the leading edge of the wing. If necessary, move the batteries and/or add weight to the nose or tail to ensure the CG is correct.
   (Hint: Once you have determined the final position for your CG, you may secure both the engine's and radio's batteries in place with double-sided foam tape and pack some scrap foam rubber into the fuselage's nose-area around the batteries and fuel tank to help secure these items against vibration.)
2. Check the Mylar covering material's joints and surfaces; if necessary, carefully use a dedicated covering-material iron to secure the edges and to tighten any loosened areas. Recheck and retighten from time to time.
3. Check/adjust servo centering, direction and end-point adjustments. When you pull the right stick toward you, the elevator should deflect upwards; push the right stick to the right and the right aileron should deflect upwards and the left aileron should deflect downwards; push the left stick left and the rudder should deflect to the left as viewed from the rear of the fuselage. Review your radio's instruction manual if you require assistance with any radio-related setup and/or servo-adjustment questions.
4. For initial flights set all linkages for near-max. possible deflections. If you are using a Computer Radio: soften the aileron's and elevator's control throws by applying 30% exponential.

Initial settings if you are using a Non-Computer Radio:

	Low rates	High rates
Ailerons	±10 degrees (±3/8-inch)	±15 degrees (±1/2-inch)
Elevator	±10 degrees (±3/8-inch)	±15 degrees (±1/2-inch)
Rudder	±10 degrees (±3/4-inch)	±15 degrees (±7/8-inch)

5. Trim adjustments: The ailerons and rudder will probably require no adjustments (in all probability you will be able to leave them centered, as assembled); however, be prepared to set the elevator trim depending on how slow or fast you fly. For example, if you like flying low and slow, your MENTOR-G's elevator may require a bit of up-trim.

IX. PREPARATION FOR TRANSPORT AND FIELD SETUP

1. Unscrew and safely set aside the two screws that secure the wing to the fuselage.
2. Gently lift and slide the wing back, then lift it up and away from the fuselage.
3. Disconnect the two aileron servo extension cables. (If your radio uses separate channels for each aileron servo, be sure to mark each aileron connection so they always get connected to the same channel.)
4. To reattach the wings, reverse the above procedure. Be careful to firmly connect both aileron servos and to snugly reattach (but not over-tighten) the wing hold-down screws into the blind nuts inside the fuselage.

X. PRE-FLIGHT CHECKS

1. Double-check the security of the engine, and make certain that all screws, linkages, clevises and other connections throughout the air frame are secure.
2. Double-check the control directions of the throttle, ailerons, elevator and rudder.
3. As with all radio-controlled model airplanes, this model must pass the radio range ground check recommended by your radio's manufacturer, or you may not safely fly.
4. Get into the habit of moving your transmitter's throttle to minimum before turning ON your transmitter, and carefully break-in and operate your engine according to the manufacturer's instructions.

REMINDER: *THIS PRODUCT IS NOT A TOY.*

- The quality and capabilities of your finished model airplane depend on how you build it.
- Your safety depends on how you use and fly it.
- Any testing or flying of this model airplane is done entirely at your own risk.

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